

What is claimed is:

1. A power unit for a vehicle with an internal combustion engine comprising:
an internal combustion engine having a crankshaft directed in a front-rear direction of a vehicle body;
a static oil hydraulic non-stage transmission comprised of a swash plate oil hydraulic pump and a swash plate oil hydraulic motor; and
a lubricating oil tank for holding a lubricating oil to be supplied to individual portions of the internal combustion engine and to the transmission,
wherein the transmission is disposed on either the left or right side of the crankshaft, and the lubricating oil tank is formed integrally with a main body of the power unit and is disposed on a lateral side of the crankshaft that is opposite to the side on which the transmission is disposed.
2. The power unit for a vehicle with an internal combustion engine as set forth in claim 1, wherein the lubricating tank is formed integrally with a main body of the internal combustion engine.
3. The power unit for a vehicle with an internal combustion engine as set forth in claim 1, wherein the lubricating oil tank is formed over the range of a crankcase for bearing the crankshaft and a crankcase cover making contact with an outside surface of the crankcase and covering the outside surface of the crankcase.

4. The power unit for a vehicle with an internal combustion engine as set forth in claim 1, wherein an oil pump is disposed substantially directly below the crankshaft, and the oil pump comprises:

a recovery pump by which a lubricating oil dropped to a bottom portion of the inside of the crankcase is returned to the lubricating oil tank; and

a supply pump for supplying the lubricating oil from the lubricating oil tank to individual portions of the internal combustion engine and to the transmission through an oil filter, the recovery pump and the supply pump being disposed coaxially.

5. The power unit for a vehicle with an internal combustion engine as set forth in claim 4, wherein the oil filter is disposed at a position on a front side of the lubricating oil tank and overlapping with the lubricating oil tank as viewed forwards with respect to the vehicle.

6. The power unit for a vehicle with an internal combustion engine as set forth in claim 2, wherein

an oil pump is disposed substantially directly below the crankshaft, and the oil pump comprises:

a recovery pump by which a lubricating oil dropped to a bottom portion of the inside of the crankcase is returned to the lubricating oil tank; and

a supply pump for supplying the lubricating oil from the lubricating oil tank to individual portions of the internal combustion engine and to the transmission through an oil filter, the recovery pump and the supply pump being disposed coaxially.

7. The power unit for a vehicle with an internal combustion engine as set forth in claim 6, wherein the oil filter is disposed at a position on the front side of the lubricating oil tank and overlapping with the lubricating oil tank as viewed forwards with respect to the vehicle.

8. A power unit for a vehicle with an internal combustion engine comprising:
an internal combustion engine having a crankshaft directed in a front-rear direction of a vehicle body;
a static oil hydraulic non-stage transmission comprised of a swash plate oil hydraulic pump and a swash plate oil hydraulic motor; and
tank means for holding a lubricating oil to be supplied to individual portions of the internal combustion engine and to the transmission,
wherein the transmission is disposed on either the left or right side of the crankshaft, and the tank means is formed integrally with a main body of the power unit and is disposed on a lateral side of the crankshaft that is opposite to the side on which the transmission is disposed.

9. The power unit for a vehicle with an internal combustion engine as set forth in claim 1, wherein the tank means is formed integrally with a main body of the internal combustion engine.

10. The power unit for a vehicle with an internal combustion engine as set forth in claim 1, wherein the tank means is formed over the range of a crankcase for bearing the crankshaft and a crankcase cover making contact with an outside surface of the

crankcase and covering the outside surface of the crankcase.

11. The power unit for a vehicle with an internal combustion engine as set forth in claim 8, wherein an oil pump is disposed substantially directly below the crankshaft, and the oil pump comprises:

recovery means for recovering lubricating oil dropped to a bottom portion of the inside of the crankcase and returning it to the tank means; and

supply means for supplying the lubricating oil from the tank means to individual portions of the internal combustion engine and to the transmission through an oil filter.

12. The power unit for a vehicle with an internal combustion engine as set forth in claim 11, wherein the oil filter is disposed at a position on a front side of the lubricating oil tank and overlapping with the lubricating oil tank as viewed forwards with respect to the vehicle.

13. The power unit for a vehicle with an internal combustion engine as set forth in claim 10, wherein an oil pump is disposed substantially directly below the crankshaft, and the oil pump comprises:

recovery means for recovering lubricating oil dropped to a bottom portion of the inside of the crankcase and returning it to the tank means; and

supply means for supplying the lubricating oil from the lubricating oil tank to individual portions of the internal combustion engine and to the transmission through an oil filter.

14. The power unit for a vehicle with an internal combustion engine as set forth in claim 13, wherein the oil filter is disposed at a position on the front side of the lubricating oil tank and overlapping with the lubricating oil tank as viewed forwards with respect to the vehicle.